

INTIMATION



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BIRTH.
On April 20th, at Shanghai, the wife of Mr. M. ZIMMERMAN, of Berlin.
DEATH.
On May 8th, at Shanghai, WALTER GORDON STROUD, aged 27 years.

The Daily Press.

HONGKONG, MAY 15TH, 1906.

It is very difficult for those who are on or near the spot, so to speak, to avoid a habit of scepticism where Chinese reforms are concerned. This is not due, we honestly believe, so much to racial prejudices or foreign arrogance, for indeed the observant foreigners have long ago acquired an enduring respect for the enlightened Chinaman who is really in earnest in his patriotism. It has been caused rather by a long series of disappointments, in which the better class Chinese must also have shared. Thus while our brethren in Europe appear to have been cock-a-whoop over the visit of the Chinese Commissioners, and to have been regarding their mission of enquiry as a sure promise of splendid performances to come, we in the East have failed to work up any such enthusiasm. We remember the bomb incidents before the departure, the political and backstairs opposition, the reluctance of the members to set forth, and the sending back en route of one member "to save expense". After all, the Commissioners are in no better case or more promising position than the man who goes to seek advice. Good advice is always forthcoming, but it is not always followed. We may be pardoned for thinking that the wonders of Europe brought to China's very doors having had so small an influence, the wonders she has sent to see can do little more. Still, there is no gainsaying that this departure was on the face of it a good sign; and it would be scepticism run mad to forget that reforms must come, and that the times appear to be ripening for them. We can but hope that

the foreigners will not have to endure another cycle of the old-fashioned Cathay. One of the subjects which appears to have greatly interested the Commissioners—we hope more than armaments did—was education. Cynics will undoubtedly

say that the present juncture is an unfortunate one for such a study in Great Britain, which is so notoriously disturbed by educational experiments of sorts. Yet if the Chinese notice how injurious it is to have one subject entangled with another, no harm can result. In China during the last two years there has been a spasmodic sort of attempt made to reform educational methods. The old-fashioned examinations have gone, and teachers of all sorts and conditions have been enlisted. People in Europe, however, are likely to be misled in this matter also, if they have nothing to go by but such communications as the following, from the *Morning Post*:

"Except for a few instances of disorder all over the country temples have been thrust into schools with surprising alacrity. Often with malicious glee. Superstitious emotions have been torn down and idols destroyed. At Canton, for instance, an image of the pitiful god of the old learning was burned before a large crowd. Even the old scholars, the 'literati,' the strongest conservative force in China, have caught the infection, and students of 30 and 40 years of age are found patiently starting their education again. The new schools are eagerly attended, and everywhere there is a demand for more schools and for teachers with Western knowledge. Chinese gentry are forming societies to secure capable instructors; students are being sent to Japan at their family's expense; girls' schools are being started by private enterprise, and there are 150 girls studying in Tokyo. There is a dangerous tendency in China at present to rush education, and much of the teaching is of the poorest quality, but the desire to learn is very impressive."

That is not a paragraph to be described as untruthful, but it conveys a wrong impression all the same. We have to understand who felt "malicious glee", who ordered the appropriation of the temples, and why; and we have to know the ill repute in which an idle and degenerate priesthood has been held by the people. Then also should be taken into account the motives inspiring this rush after foreign learning; and the points of view of the different classes advocating a change. One really hopeful feature of the Commission now travelling is that its members are drawn from the ruling class. In China particularly there is "room at the top" for enlightenment and a change of ideals; and it may be that the return of such influential students may herald a wholesome change of mind on the part of the Dowager Empress. It seems certain that but for her the reforms would be much further advanced than they are.

Two boys, who went to bathe in the catch water reservoir in the Shektsui nallah on Sunday afternoon, were drowned.

Notwithstanding the warm weather another large assembly gathered in the Theatre last night to enjoy being mystified by Thurston.

The funeral of Constable Williams took place last evening. The coffin was covered with floral tributes and practically the whole body of European police followed the hearse.

The *Foochow Echo* deplores the departures from that port of Mr. and Mrs. Michie, and Mr. Wallace, all of whom were distinguished members of Foochow society.

Mr. George Curry, local secretary of the Hongkong and China Gas Co., Ltd., asks us to state that he was not the gentleman reported as being present at the Electric Lighting Co's meeting.

The students of the local branch of the Sanitary Institute visit the Brick, Tile and Pipe Works, at Deep Water Bay, next Saturday afternoon by permission of Messrs. Shewan Tomes & Co.

The plague return for the week ending May 12th was 26 cases, 89 deaths. In the next 48 hours there were 18 cases, 17 deaths. Total to date, 419 cases, 395 deaths. During the week there were eight cases of smallpox, all Chinese.

The return of visitors to the City Hall Library and Museum for the week ending the 13th May, 1906, shows that of non-Chinese there were 292 to the Library and 105 to the Museum; and of Chinese 140 to the former and 331 to the latter. The Library was, therefore, used by 432 persons, and the Museum by 345.

At a public meeting at the Victoria University, Toronto, on April 9th, a resolution was passed, calling on the Imperial Government to put down the opium traffic in China, in the interests of missionary work and the commerce of the Empire. Copies of the resolution are being forwarded to the King and the Prime Minister.

The report of the State Fire Insurance Company, Ltd. (for which Messrs. W. G. Humphreys and Co. are the Hongkong agents), discloses a satisfactory year's working. On the credit side appears a total of £172,612, including £148,660 premiums, while the figures on the other side reach £130,126, leaving a credit balance of £42,486. An interim dividend of three per cent. was paid in October last and the directors recommend a final dividend at the rate of four and a half per cent., making seven and a half for the year.

As a result of China's adherence to the Tibetan Convention the proposal to organise Tibet into a province of the Empire has been dropped.

The political outbreak which followed the disaster in the north of France reveals according to a telegram to the *Echo de Chine* a powerful anarchist organisation.

A telegram to the *Echo de Chine* announces that several corporations continue their demands for an eight-hour working day, but the strike movement in Paris and in the country is subsiding.

The death announced in our ordinary column today, of a young man named Stroud, at Shanghai, was a case of suicide. It appears that he shot himself as a result of financial embarrassments.

The directors of the China Mutual Steam Navigation Company recommend dividends of 5 per cent. on the ordinary and on the ordinary B shares for 1905, leaving a balance of £12,652 to carry forward.

Israel's Messenger says: "The passion for the conversion of Jews to Christianity is a vice, which like the use of stimulants or narcotics it gradually destroys the moral sense of those who are addicted to it."

Messrs. E. S. Kadoorie and Co. inform us that they are in receipt of telegraphic advice from Shanghai informing them that Matchless Ltd. Boshon-Lynchow-exploitation in Langkat, Limited, have declared a second interim dividend of 7½ per share.

The new Imperial and Prussian Three-and-a-half per Cent. loans were opened for subscription on April 11th. Although the state of the money market prevented the demand from being so great as that for the last loan, the result is stated to have been very satisfactory, and it is believed that the amount of the loans has been already fully covered.

M. Spinggaard, the Belgian Chinese Mandarin, who for some months has been in Belgium, having completed his mission, is leaving for China. He is accompanied by two engineers, one an expert in manufactures and the other for prospecting in the Kansu province, which is reported to be extremely rich in mineral deposits.

On the conclusion of the formal business at the Algiers conference there was an amusing incident, a general rush being made by the delegates to secure souvenirs. Blocks of scribbling paper, blotting-pads, instandards, pens, and other articles were snatched up, and the tables were swept absolutely bare.

The inauguration of the Chapel of the Most Distinguished Order of St. Michael and St. George will take place on the 12th June. His Majesty the King will be present at the ceremony, which will be a State one, and the whole of St. Paul's Cathedral will be reserved. All members of the Order will be admitted, and each member may introduce two ladies.

A stern-wheel paddle-boat which Messrs. Thornycroft have built at Chiswick is to be sent to Tierra del Fuego for the purpose of carrying the golden and brought up by a dredger now at work in that region. Gold, it is said, has been found in great quantities. Those interested declare that within twelve months Tierra del Fuego will be world-famous as a gold-producing centre.

A remarkable innovation was to be made by the Church of England on Good Friday. Religious services, assisted in some cases by choirs and orchestras, but conducted on purely Church of England lines, were to be held at four London theatres, the Garrick, the Oxford, the Empire at Shepherd's Bush, and the Grandville at Waltham Green. The last three are music-halls.

By kind permission of Lieut. Col. Aitken and Officers 11th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 5 p.m.:

March—"Return of the Troops," Edinburg Overture—"Ella E. Claudio," Mercadante Waltz—"La Gitana," Buelow's Selection—"Doris," Cello—"Cello Song," "The Holy City," Adams Spring Serenade—"Built on the Flowers," Mascheroni.

The Directors of the Weihaiwei Gold Mining Co., Ltd., received a telegram from the manager giving the result of the second clean-up at Weihaiwei, covering a period of 26 days only, which shows a result almost identical with the first month's working. 1,745 tons were crushed yielding 132 ounces, valued at about \$3,500, Mex. Also 90 tons of concentrates, valued at about \$15,000 Mex. The cost of running the mine for the full month was about \$13,000 Mex. The expenses are practically the same as last month. The total for the two months in rough figures based on the above calculations would be as follows:—Value in bullion and concentrates slightly over \$40,000; expenses about \$26,000 Mex.

Reports have been made of disturbances in Southern Honan and Western Shantung caused by the Big Knife Society, which is a sort of relic of the Boxer movement. Nominally the hostility of the rioters is directed against the new educational scheme and the Roman Catholic Christians, but in practice it takes the form of the pillaging of towns. The land in Honan are said to number 12,000, and they carry banners inscribed "Down with the Manchu Dynasty!" Many towns are rebuilding their ancient walls for protection. The scene of the disturbances in Honan is close to the Hankow-Peking Railway, and travellers on that line can hear the sounds of firing. Troops have been sent from Hankow and are expected to quell the disturbances.

TELEGRAMS.

[DAILY PRESS EXCLUSIVE SERVICE.]

DEATH OF LORD CURRIE.

LONDON, May 14th.

Lord Currie is dead.

[Baron Currie, who was born in 1834, was the son of Mr. James Currie, M.P. for Northampton. He held several appointments in the diplomatic service, and became private secretary to Lord Salisbury in 1878, a post which he held for two years. He was afterwards associated with various important missions and embassies. In 1881 he was assistant Under Secretary for Foreign Affairs in 1885, was made a K.C.B., and in 1889 became Permanent Under Secretary of State for Foreign Affairs. He received a baronetcy in 1892 and was created a Baron in 1899.]

THE NATAL RISING.

LONDON, May 14th.

The rebel chief Bambatta is being surrounded and fighting continues in several directions.

TURKEY SUBMITS.

LONDON, May 14th.

The Turkish troops have withdrawn from Tabah, but the British fleet remains.

INTER-CAPITAL AMENITIES.

LONDON, May 14th.

The German Municipal Councilors have arrived in London.

RUSSIA'S NEW PARLIAMENT.

LONDON, May 14th.

The Duma in an address to the Throne insists on a full amnesty.

PRINCESS-FREDERICK DEAD.

LONDON, May 14th.

Princess Frederick Charles of Hesse is dead.

[The Princess (Margaret Beatrice) was a daughter of the late Empress Frederick, who died in 1901, and was a sister of the Emperor of Germany. She was born in 1872.]

[REUTERS SERVICE.]

GREAT BRITAIN AND TURKEY.

LONDON, May 12th.

Admiral Lambton, with the *Thetis*, *Perseus*, and *Minerva* is at Port Said, awaiting orders. The ultimatum expires at midnight on Sunday and the fleet will take action immediately after.

It is understood that there are grounds for hoping the dispute is on the eve of a settlement.

[N.C. Daily News Service.]

RUSSIA AND TIBET.

Peking, May 9th.

H.E. Hu Wei-to, Minister at St. Petersburg, has telegraphed that Russia is projecting to send some fifty students of Lamasism to Lhasa, following the Dalai Lama, who is expected shortly to start on the return journey to Tibet. The Minister thinks there is some political motive at present undisclosed.

THE NANCHANG MASSACRE.

Peking, May 9th.

As has been reported the negotiation of the Nanchang affair was concluded once, but there has been so much opposition to the arrangement from influential officials that the signature was put off for a time and the matter has been again referred to the Warai for another discussion with the French Minister.

The report of the chief registrar of friendly societies on the number of registered trade unions at the close of the year 1904, shows that there remained upon the register 749 trade unions. Of these 646 furnished returns, showing that the total membership for Great Britain and Ireland was 1,544,461 persons, while their income amounted to £2,495,838, and their expenditure to £2,351,799, the balance of funds at the end of the year being £5,385,924.

An interesting miscellany of exploration in Central Asia is being undertaken under the auspices of the French Geographical Society. The object is to excavate the ruins of the country beyond Tibet, with a view to laying bare the traces and evidences which can throw light upon the ancient civilisation which once flourished there. This mission has been entrusted to a comparatively young man. His name is M. Pellet, and he is professor of Chinese at Hanoi. During the Boxer outbreak of 1900 M. Pellet was in Peking, and went through the siege of the Legations, distinguishing himself by several acts of valor.

The *Singapore Free Press* says: Dr. W. J. Simpson, Professor of Hygiene in King's College, London, has sailed for Singapore having been appointed by the Colonial Office, acting on behalf of the Government of the Straits Settlements, to serve on a commission to inquire into and report on the sanitary condition of Singapore. Dr. Simpson's former experience in Calcutta, and his recent special mission to Hongkong in connection with the plague investigations, mark him out as about the best authority available for his present important duty.

FOUNDERING OF THE S.S. "CHUKONG."

A Marine Court was held at the Harbour Office yesterday to inquire into the circumstances connected with the foundering of the s.s. *Chukong* (Captain Bright) at Breaker Point on April 28th. The Court was composed of Hon. Captain L. A. W. Barnes-Lawrence, R.N. (president), Lieut. C. K. McCallum, R.N., H. M. S. *Tamar*, Captain W. Dawson, master of the British steamer *Tarlar*, Captain P. M. Briscoe Lake, master of the British steamer *Laisang*, and Captain W. F. Farmer, master of the British steamer *Foshalan*.

The Governor's warrant constituting the Court was read by the President, also a letter from the Wing On S.S. Co., owners of the s.s. *Chukong*, with regard to the wreck.

P. Rodriguez was the first witness. He said he was fourth clerk in Harbour Office, and signed the last clearance of the s.s. *Chukong*, of which he produced the counterfoil.

Bertram Rutter, chief engineer of the s.s. *Chukong*, said that vessel left Hongkong on April 26th about 6.30 p.m. They had fine weather and a smooth sea until 5.30 p.m. the next evening, when they experienced a strong north-east wind off Swatow, which brought up a fairly heavy sea. At 8.30 p.m. the engines were slowed down; about that time the Captain went to witness' room and told him that he intended to go slow till the morning. The ship was pitching and rolling a great deal, but it did not strike him as being out of the way. He could not say whether it was unusual for the vessel, as it was his first trip in her. He went to bed about 8 p.m. and was called about 5 a.m. on the following morning by the Chief Officer, who said they were in danger. When witness got up he noticed the vessel had rather a heavy list to port. He ran down to the engine-room and found everything all right; the telegraph of the port engine was at full astern, and that of the starboard engine full speed ahead. Witness then went up to the bridge, and the Captain told him they were in the trough of the sea, broadside on, and he wanted to get her head round and run before it. They tried to run under these conditions until 5.30 a.m., but could not get any weigh on the ship. All the time her list to port was increasing, until finally they could not work the starboard engine, as the injection was out of water, and they could not get any water through the condenser. Witness then went and reported to the Captain that they could not do any more in the engine-room, and sent all the men on deck. The list to port then gradually increased until the vessel turned over at about 5.45 a.m. Just previous to the vessel turning over, the boatswain launched the lifeboat; witness did not see it launched, and did not know it was launched at the time. All the Europeans were on the bridge when the vessel took her final list. They were fully dressed, but did not have any lifeboats. He saw some of the Chinese with belts on, but was unable to get any. They all endeavoured to get one for Mrs. Service. There was supposed to be one in his cabin, but he could not get into it. When the ship was level with the water witness jumped off the side. After a few minutes in the water he was picked up by the lifeboat. By the time he was able to look round they were some distance from the ship, and it was useless trying to get back on account of the heavy sea. They wished to get back with the object of picking up any survivors. They landed at Breaker Point between 12.30 and 1 p.m., and the Consul at Swatow took them in charge. Besides witness, there were eleven Chinese in the lifeboat. Two other men were picked up by a German steamer; they escaped from the ship on a light raft; one was the second engineer and the other a fireman, who arrived in Hongkong by the s.s. *Haimun* six days after the *Chukong* foundered.

By the President—From this time you turned in till the time you turned out again at 5 a.m., who was in charge of the engine room?—The second engineer from eight till twelve, the third engineer from twelve till four; then I should have been called, but I think the third called the second instead. I asked the second why I wasn't called and he said he forgot, or something like that.

With regard to the pumping arrangements, were these all right?—I consider they were satisfactory.

When you went down to the engine-room at five o'clock, was there any water there?—No. There was none below the 'tween decks. Between 5 and 5.30 a.m. the captain informed me that there was only three inches of water in the main hold.

Did you observe this water on the 'tween decks?—I did later on, because it came into the engine-room.

When you went to look at the 'tween decks, what did you see?—I noticed water coming into the engine-room, and through the port bunker into the stokehole. The water entered the engine-room through the door from the main deck, which I closed.

Continuing, witness said he went and looked at the main deck, on which there was from three to four feet of water. The chief officer had informed the Captain of this fact. Witness knew of no means by which this water could be freed from the deck. There were cargo ports on the vessel about five feet square, but he did not know how they were secured. There were two hatchways on the deck; one forward and one aft. The ship's cargo consisted of 1,217 bags of rice, and there was about 25 tons of coal in the after hold. He did not see the cargo in the hold, but did not think it would shift with the heavy list of the vessel. The water may have got on the main deck through something going wrong with the ports. Had the vessel been on an even keel, it could have been run out through the scuppers.

By Captain Dawson—The speed of the engines was altered during the time witness

was in the engine-room. He noticed the crew trying to get an awning up to bring the vessel's nose round. When the *Chukong* was loaded, her scuppers would be three or four feet above the water.

By Captain Lake—The vessel did not appear to be shipping heavy seas. No oil bags were used on the water.

Kam Wing, carpenter of the *Chukong*, said it was his duty to see that the hatchways and ports were properly closed when the vessel went to sea. There were two ports on each side of the ship, which were secured by iron covers. The water got on to the main deck through these covers not being closed properly. He did not tell anybody before the steamer left that he was unable to close them. Witness did not see any water coming through the ports; he thought it got on the deck through the ash shoots, which were not secured at all, as he could not find any covers for them. In securing the ports witness did not use any white lead or tallow to make them fit properly. He had been carpenter of a ship for about eight months prior to his appointment on the *Chukong*.

After tiffin the boatswain of the *Chukong* was called. Kam Yik stated that he was on deck about half an hour before the ship went down. On the evening before the wreck, when he went to bed there was a light wind blowing; when he awoke at five o'clock on the following morning the wind was blowing strongly, and the sea was rough. When he appeared on deck in the morning he got the sampans (lifeboats) ready, as he saw there was danger. When the vessel took a list to port, one of the lifeboats floated in the water, while one was broken. He put the plugs in the lifeboats when he got them ready. On the night before the wreck, witness furling the ship's awning. When the vessel was foundering he was told by the Chief Officer to spread out an awning on the starboard side.

By Captain Dawson—When witness appeared on deck at five o'clock in the morning, the ship was only heeling over a little.

By Captain Lake—He did not know the ship's draft when she left Hongkong.

By the President—There was water on the lower deck when he went on the upper deck in the morning. This water got in through the ash shoots, which were not secured. Witness told the crew to remove the water with buckets. The secretary of the Wing On Steamship Co. said the *Chukong* was bought a few years ago to run between the West River and Hongkong. When she left Hongkong for Amoy on her last trip she was chartered for six months to run between Amoy and Chinkien. Only the captain and the second engineer had been in the ship before; the remainder of the crew were all new hands. The vessel was insured with the Union Commercial Insurance Co. for \$60,000 a few days before she left on the voyage. The cargo was also insured for \$7,500, the insurance taken out being an ordinary risk.

By Lieut. McCallum—The Captain of the *Chukong* attended to the special fittings of the vessel for the voyage to Amoy.

Chow Tim, second engineer of the *Chukong*, said he had been in that vessel for 22 months. The ash shoot on the starboard side of the main deck was moveable, but the one on the port side was a fixture, and there was no proper cover for it to prevent the water entering the deck.

The President read the finding of the Court which was that the British ship *Chukong*, official number 109,865, of Hongkong, of which William Bright was master, the number of whose certificate was 022,623, left Hongkong about 6.30 p.m. on April 26th, bound for Amoy. She carried a crew of 29, all told, 44 tons of bunker coal and a cargo of 150 tons of rice. The *Chukong* was a steel vessel of 286 register tons. She was built in 1899 at Nagasaki, Japan, and had two decks and four bulkheads. Her engines were inverted triple expansion, two in number, and she had one steel boiler. It appeared from the evidence before this Court that the *Chukong* when off Swatow on the evening of April 27th experienced a strong north-easterly monsoon, with a rising sea, which necessitated at about 8.30 p.m. the slowing down of the engines. The force of the wind and sea increased to such an extent that by 5 a.m. on the following morning the amount of water shipped caused a considerable list to port. As this list increased, the starboard propeller needed to such an extent that it was practically useless, and the port propeller not having sufficient power to control her movements, the vessel became unmanageable, and at about 5.45 a.m. on April 28th foundered. The only boat able to be used was one on the port quarter, and by its means and that of a raft—one of four carried—fourteen of the crew were saved, all Chinese with the exception of the Chief Engineer, Mr. Rutter. After carefully considering the evidence the Court finds difficulty in forming an opinion as to the exact cause of the casualty, but it appears fairly conclusive that water found its way between decks, due to insufficient protection from the heavy beam seas experienced, and that this fact combined with a possible shifting of the cargo, affected the ship's stability and would account for her loss.

BRITISH-TRADE BETTER THAN REPORTED.

An interesting White paper issued by the Board of Trade shows that the growth in the value of British trade during the last five years has been much greater than the published figures indicate. This is due, says a contemporary, to the fact that the price of articles differs in various years. Worked out in relation to average values in 1900, both imports and British and Irish exports have increased yearly in value. The increase in the imports is from 523 to 572 millions, instead of from 523 to 565 millions sterling, and the increase in British and Irish exports from 291 to 330 millions, instead of from 291 to 320 millions. When the effect of price variations is eliminated, imports are seen to have increased in volume by 8 per cent. in five years, and the British and Irish exports by 23 per cent. The declared values in the same time have increased by 8 per cent. in the case of the imports and by 13 per cent. in the case of the British and Irish exports.

NOTICE
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and not to the Editor.
The Manager is not responsible for the loss of communications.
Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On **THURSDAY**, the 17th May, 1906, at 2.30 p.m., A Lot of **HOUSEHOLD FURNITURE**, comprising—
DOUBLE and SINGLE BEDSTEADS, WARDROBES, OVERMANTLES, WASHSTANDS, DRESSING TABLES, CE. CHAIRS and GLASS-WARE, SITTING ROOM SUITE, ARMCHAIRS, TABLES, WRITING DESKS, SIDEBOARDS, HAT-STAND, BLACKWOOD CABINET and CHAIRS, FILTER, ICE BOXES, RICKSHA, &c., &c.
Also
Two GRAMOPHONES with RECORDS, and TYPEWRITING MACHINE.
Terms—As usual.
F. KIENE, Auctioneer.
Hongkong, 15th May, 1906. [1072]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On **SATURDAY**, the 19th May, 1906, at 2.30 p.m., **RARE OLD PEKIN CURIOS**. On View from Friday, 18th May. Catalogues will be issued.
Terms—As usual.
F. KIENE, Auctioneer.
Hongkong, 15th May, 1906. [1073]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship "CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 p.m. of the 16th instant will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance has been effected.
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 14th May, 1906. [1071]

NOTICE.

CONSIGNEES of Cargo from London, via S.S. "Catharine," from Bordeaux, via S.S. "Catharine," are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 15th May, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before 21st May, or they will not be recognised.
All damaged packages will be examined on Monday, the 21st May, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX, Agent.
Hongkong, 14th May, 1906. [2]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains—
Epitome of the Week's News.
Leading Articles—
Chinese Economic Problems.
The China Association on Report.
Manchuria.
An Interesting Discovery.
China's Corrupt Administration.
China, Tibet, and Great Britain.
Forthcoming Chinese "Surprise."
Hongkong Jottings.
Union Church, Hongkong.
Supreme Court.
Hongkong Police Court.
Alleged Murder at Wanchai.
Local Administration to be Investigated.
Resumption of Insanitary Property.
The Benner's Case.
Canton.
Coolies for South Africa.
The Harbour Master's Report.
Kiaochow Trade Report.
China Trade Return.
The Whampoa Deep-Water Port Scheme.
Hongkong Sanitary Board.
Traffic Death of a Foreign Policeman.
The Health of the Colony.
Indebted Labour Close to Slavery.
Local Administration.
Placing Bodies in the Street.
Hongkong Revenue and Expenditure.
Company Meetings.
Hongkong Electric Co., Ltd.
A. S. Watson & Co., Ltd.
The Hongkong Housing Question.
Correspondence.
Foreign Trade of Newchwang in 1905.
Earthquakes in Fukien.
Foreign Trade Competition at Shanghai.
Hongkong Gymkhana Club.
Shanghai Races.
Commercial.
Shipping.
Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage 32.
Hongkong, 15th May, 1906.

NEW ADVERTISEMENT

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "CATHERINE APCAR," Captain A. Stewart, will be despatched for the above Ports on **TUESDAY**, the 22nd inst., at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 14th May, 1906. [1071]

NOTICE.

TAKE NOTICE that from and after This Date, all Receipts for Payments for Goods obtained from the Undersigned Firm must be signed by Mr. H. T. CHUNYU, Manager, only on behalf of this Firm until further notice.
Dated this 11th day of May, 1906.
WING SUN & COMPANY, Tailors and Outfitters.
No. 54, Queen's Road Central.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share free of tax for account of the Twelve months ending last February, has been declared by the Directors of the above Company. Coupon No. 6 is payable immediately at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, and the Russo-CHINESE BANK, at Tientsin and Shanghai.
SHEWAN, TOMES & Co., Agents.
Hongkong, 1st May, 1906. [1069]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On **TO-DAY (TUESDAY)**, the 15th May, 1906, at 11 a.m., **FLOWER BULBS**, a quantity of JUGS, TEA SETS, WATER BOTTLES, MUSLIN, WHISKY, *** BRANDY and a Lot of Miscellaneous Goods.
Terms—As usual.
F. KIENE, Auctioneer.
Hongkong, 11th May, 1906. [1059]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned at his Sales Rooms, No. 2, Zetland Street, On **TO-DAY (TUESDAY)**, the 15th May, 1906, at 2.30 p.m., at his Sales Rooms, Queen's Road, a quantity of **HANDSOME HOUSEHOLD FURNITURE, OVERMANTLES, PICTURES, CROCKERY, GLASS and PLATED WARE.**
One OUTRIGGER PIANO in Good Condition. ELECTRIC FAN, Set of TELEPHONES, COOKING RANGE, &c., &c., &c.
Terms—As usual.
V. I. REMEDIOS, Auctioneer.
Hongkong, 14th May, 1906. [1069]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell for Account of the Concerned, On **THURSDAY**, the 14th June, 1906, at 11 a.m., at the Hongkong and Kowloon Wharf and Godown Company's premises, Kowloon, **COMPLETE CEMENT FACTORY**, originally intended to be put up at the Kwantung Cement Factory, but landed in Hongkong, on account of the Russo-Japanese War, will be sold, by order of the proprietor, Mr. Hereditary Honorary Citizen Anatoly Chlarnampovich Tetukov, of Saigriewo.
The Plant of this Cement Factory, which has been fitted out with the latest technical inventions for manufacturing Cement, by the dry system, consists among others of:
LOCOMOTIVES (Wolff, Magdeburg).
MILLING MACHINES (Smid, Copenhagen).
COOLING INSTALLATIONS (Atlas Fabr.).
ELECTRICAL (Alig, Elec. Comp.).
TRUCKS, &c., &c., (Oronsheim & Koppel).
All in all the whole plant is very nearly the same as the Factory at Kjakdorp, near Malmo, in Sweden.
Specifications of the Machines and Accessories as well as any further information may be obtained from—
SIEMSEN & Co., Hamburg & Hongkong, and LAWYER BUBNOFF, in St. Petersburg.
as well as from the Auctioneers, Messrs. HUGHES & HUGHES, Hongkong, 1st May, 1906. [997]

FOR SALE

FOR SALE.

THE TWO MOTOR BOATS "XPONG" and "BON BON", now doing ferry work from Blake Pier; good investment for Energetic Man. For particulars and price, apply to—
"X. Y. Z."
Care of "Daily Press" Office.
Hongkong, 12th May, 1906. [1064]

FOR SALE OR TO LET.

A SIX-ROOMED HOUSE, with Drying, Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters.
A FIVE-ROOMED HOUSE, with Drying, Dressing, and Bath-rooms; distant thirteen minutes by chair from the Tram; Kitchen and Servants' Quarters.
For Particulars and Terms, apply to—
SHEWAN, TOMES & Co., Agents.
Hongkong, 9th May, 1906. [1012]

FOR SALE, OR TO LET.

THE WANCHAI PROPERTY of GEO. FENWICK & Co., Ltd., Engineers and Shipbuilders: comprising portions of Marine Lots Nos. 31 and 36; approximate area 48,000 sq. feet.
Or, a portion of Marine Lot at North Point, 20 feet depth of water at Wharf; suitable for godowns, &c.
For further particulars apply to the Company.
Hongkong, 25th April, 1906. [135]

WANTED

WANTED.

CLERK Wanted, Quick Writer and able to Correspond.
Apply to—
ROBINSON PIANO Co. [1047]
Hongkong, 14th May, 1906.

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer.
For particulars, apply to—
G. DE CHAMPEAUX, Agent Messageries Maritimes Co.
Hongkong, 9th May, 1906. [1041]

VACANCY.

APPLICATIONS are invited for the appointment of a **FEMALE PROBATIONER NURSE**, which will be vacant on the 1st of June next, in the Medical Department of Hongkong.
Applicants must be of British Parentage and not under Twenty years of age.
Applications in the Handwriting of the applicants, with Certificates of Character, etc., should be forwarded to the **PRINCIPAL CIVIL MEDICAL OFFICER**, at the Civil Hospital, not later than Noon of the 25th instant.
Salary, etc., \$480, rising by annual increments of \$60 to \$600 per annum, with uniform, attendance, free furnished quarters and an allowance of 84 pence per annum for fuel and light.
Full Particulars may be had on application.
By Order,
FRANCIS CLARK, Principal Civil Medical Officer.
Medical Department.
Hongkong, 12th May, 1906. [1066]

SHANGHAI MUNICIPAL NOTIFICATION.

VICTORIA NURSING HOME.

THERE are VACANCIES for **TWO PROBATIONERS** at the Home, who will be required to devote themselves, during a period of training of three years, to the attainment of a knowledge of **NURSING**.
Particulars may be obtained from, and applications should be made in writing to, the **HEALTH OFFICER**, 1, Housen Road, Shanghai.
By Order,
W. E. LEVESON, Secretary.
Council Room, Shanghai, 1st May, 1906. [1033]

STAMPS.

WANTED for CASH or EXCHANGE, **KING'S HEAD STAMPS** of 50c and 10c, and **COLOMBIA** stamps on application. GEO. B. ANTHONISZ, "Sea Spots" Collecting, Colombo, Ceylon.
Colombo, 14th April, 1906. [992]

TO LET

NO. 15, KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 2nd December, 1905. [77]

TO BE LET.

FOR SIX MONTHS, on the Kennedy Road, some furnished Bedrooms with full Boarder Breakfast only.
Apply to—
Care of "Daily Press" Office.
Hongkong, 14th May, 1906. [1067]

TO LET.

NEW "KINGSLEIGH" with Stables entrances in both Kennedy and Macdonnell Roads.
For full particulars, apply to—
LINDSEAD & DAVIS, Alexandra Buildings, 3rd Floor.
Hongkong, 17th February, 1905. [82]

TO LET, AT KOWLOON.

NO. 4, LEE MOON VILLAS, A Five-Roomed House, with joint use of Tennis Court. Possession from 1st July next.
Apply to—
Care of "Daily Press" Office.
Hongkong, 12th May, 1906. [1065]

TO LET.

SEVEN EUROPEAN HOUSES, late of F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices, Ground Floors and Top Floor with Godowns can be let separately or as one.
Apply to—
CHUNG SHUN KOO, First Floor, No. 10, Queen's Road Central.
Hongkong, 18th July, 1905. [181]

TO LET.

SEYMOUR ROAD LOWER, No. 31.
STONEHAYEN, Robinson Road, No. 35.
TANG YUEN, Macdonnell Road, No. 18 (5 Rooms).
NO. 59, CAINE ROAD.
ICE HOUSE STREET, No. 6 (1st Floor, 5 Rooms).
PRATA EAST, No. 91, Top Floor (Godown).
Apply to—
SAM WANG CO., LD., 81, Queen's Road Central.
Hongkong, 6th February, 1906. [368]

TO LET.

NO. 3 and 4, "FAIRVIEW," ROBINSON ROAD, Kowloon.
2nd FLOOR, No. 12, Queen's Road Central.
Kowloon Marine Lot 47 with Wharf.
Apply to—
LEIGH & ORANGE, 1, Des Voeux Road.
Hongkong, 29th March, 1906. [501]

TO LET.

HOUSES in AUSTIN AVENUE and SALISBURY AVENUE, Kowloon.
No. 5, GRIFFIN AVENUE, Kowloon.
No. 7, EAST TERRACE, Kowloon.
Furnished for 4 months from 1st May next.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD., SHEWAN, TOMES & Co., Agents.
Hongkong, 4th April, 1906. [380]

HONGKONG CLUB.

TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE, Secretary.
Hongkong, 1st June, 1905. [110]

TO LET

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ABBATON V. APCAR & Co., 45, Wyndham Street.
Hongkong, 27th April, 1906. [971]

OFFICE TO LET

IN ALEXANDRA BUILDINGS.
Apply to—
A. S. WATSON & Co., Ltd., Alexandra Buildings.
Hongkong, 23rd April, 1906. [948]

TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.
Apply to—
WONG CHEE SANG, Care of THE HANG FAT & Co., Hongkong, 30th November, 1905. [107]

TO LET.

HAYTOR—The "PRAK" Immediate possession.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Hongkong, 19th March, 1906. [85]

TO LET.

THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.
Apply to—
H. N. MODY, Victoria Buildings.
Hongkong, 10th May, 1906. [1051]

TO LET.

STILLINGFLETE, PRAK ROAD, Five Rooms, Good View of Harbour.
Apply to—
E. EZRA, Care of D. Sassoon & Co., Ltd.
Hongkong, 3rd May, 1906. [1007]

TO LET.

NO. 2, MACDONNELL ROAD.
GODOWN (Small) No. 32A, Praya East.
Apply to—
COMPADRE'S DEPARTMENT, Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [80]

TO LET.

OFFICES in King's Building and YORK BUILDING, GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIPLEY TERRACE. FLATS in MORRISON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 1st March, 1906. [524]

TO LET.

IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Voeux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed.
Apply to—
REUTER, BROCKELMANN & Co., Prince's Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.

FURNISHED ROOMS, with or without Board. Near Ferry, Kowloon. Tennis Court attached.
Apply to—
Care of "Daily Press" Office.
Hongkong, 2nd March, 1906. [543]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.
Apply to—
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 23rd June, 1905. [75]

TO LET.

NOS. 5, 6 & 21, BELLIOS TERRACE
No. 4, ALBANY. Newly Painted and Colourwashed 9 Rooms, fine position and well suited for a Bachelor's Mess.
No. 13, BEACONSFIELD ARCADE, Shop.
"BROCKHURST" PRAK, Newly Painted and Colourwashed, with Tennis Court.
"CLOVELLY" PRAK Road, Furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden.
24, BELLIOS TERRACE, Corner House. 2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Offices.
Apply to—
LINDSEAD & DAVIS, 3rd Floor, Alexandra Buildings.
Hongkong, 7th February, 1906. [83]

TO LET.

"THE ACACIAS" and "THE GROVE," having 26 ROOMS, with TENNIS COURT and Detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated. Electric Lights and Belle completely installed.
Suitable for a First-Class Hotel.
Apply to—
E. M. HAZELAND, 35, Queen's Road Central, or WING ON, Contractor, 34, D'Aguiar Street.
Hongkong, 21st April, 1906. [933]

TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.
Floor Area, 6,100 square feet each.
Apply to—
JARDINE, MATHERON & CO., Hongkong, 20th January, 1906. [256]

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ (NEDERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000). **RESERVE FUND** FL. 5,000,000 (£417,000).

HEAD OFFICE IN AMSTERDAM.

HEAD OFFICE: BATAVIA. Branches: Singapore, Penang, Shanghai, Rangoon, Semarang, Surabaya, Cholon, Tegal, Poonlongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja, (Achoen) Telok-Semawe, (Achoen) Bandjermasin.

Correspondents at: Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Malacca, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4 1/2% per annum.
" 6 " 4% " " "
" 3 " 3 1/2% " " "
" 1 " 3% " " "
L. ENGEL, Agent.
Hongkong, 1st March, 1906. [526]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. **INTEREST** on deposits is allowed at 3 1/2% per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on **FIXED DEPOSIT** at 4% per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.
Hongkong, 1st May, 1902. [24]

DEUTSCH-ASIATISCHE BANK.

HEAD OFFICE: SHANGHAI. **BOARD OF DIRECTORS:** BERLIN. **BRANCHES:** Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

Founded by the following Banks and Bankers: KÖNIGLICHE SIEBENHUNDLIG (PREUSSISCHE) STAATSBANK BERLIN. **DIRECTOR DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHROEDER & BERLINER HANDELS-GESELLSCHAFT BANK FÜR HANDEL UND INDUSTRIE ROBERT WASSERHAUS & CO. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & SOHNEN JACOB S. H. STERN NORDDEUTSCHE BANK IN HAMBURG, HAMBURG SAL. OPPENHEIM, JR. & CO., KÖLN. BAYERISCHE HYPOTHEK-UND WECHEL-BANK, MÜNCHEN.**

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK, LIMITED. **DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTOR DER DISCONTO-GESELLSCHAFT.**

INTEREST allowed on Current Account. **DEPOSITS** received on terms which may be learned on application. Every description of Banking and Exchange business transacted. **HUGO SUTER, Manager.**
Hongkong 1st May, 1906. [27]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 94,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNPAID " 3,000,000
RESERVE FUND " 10,800,000
SPECIAL RESERVE FUND " 1,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Canton, Hankow, Shanghai, Peking, Mukden, Dairen, Chaochow, Tientsin, Port Arthur.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED. **THE UNION OF LONDON AND SMITH'S BANK, LIMITED.**

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per annum on the daily balance.
On fixed deposits for 12 months 5 1/2% per annum.
" 6 " 5% " " "
" 3 " 4 1/2% " " "
" 1 " 4% " " "
H. TAKEMICHI, Manager.
Hongkong, 27th March, 1906. [613]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED " 1,125,000
PAID-UP " 687,500
RESERVE FUND " 135,100

BANKERS: LONDON JOINT STOCK BANK, LIMITED. **INTEREST** allowed on Current Accounts at the rate of 2 1/2% per annum on the daily balance. **ON FIXED DEPOSITS:**
For 12 months 4 1/2%
" 6 " 4%
" 3 " 3 1/2%
" 1 " 3%
E. OSMISTON, Manager.
Hongkong, 26th March, 1906. [28]

BANKS

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES: Amoy, Anping, Foochow, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE: 3, Des Voeux Road. Interest allowed on Current Account. Deposits received on terms which may be learned on application.
S. SHIGENAGA, Manager.
Hongkong, 1st November 1904. [939]

SHIPPING.

ARRIVALS.

APENRADE, German str., 611, Gantard, 14th May.—Hohow 13th May, General.—Jobson & Co.

CATHERINE APCAR, British str., 1730, A. Stewart, 14th May.—Calcutta and Singapore 8th May, General.—D. Sassoon & Co.

HAIRAN, French str., 377, L. Anderson, 14th May.—Pakhoi via Hoihow 14th May, General.—A. R. Marly.

HOLSTEIN, German str., 285, A. Nijah, 13th May.—Haiphong and Hoihow 12th May, General.—Jobson & Co.

HONGKONG, French str., 50, A. Suzzoni, 14th May.—Haiphong and Hoihow 13th May, General.—A. R. Marly.

ISTRIA, German str., 350, Girdenbrun, 13th May.—Hankow 13th May, General.—Ham-burg-America Line.

JOSU, U.S. Supply vessel, 2200, Carter, 13th May.—Manila 9th May, Coal.—

NIKKO MARU, Japanese str., 343, E. W. Has-well, 14th May.—Manila 12th May, General.—Nippon Yusen Kaisha.

POLYNESIAN, French str., 6568, Broc, 13th May.—Yokohama 5th May, Mails and General.—Messageries Maritimes.

RAJAH, German steamer, 1450, C. Wolf, 13th May.—Bangkok 6th May, General.—Chinese.

SALAZAR, French str., 314, Alland, 14th May.—Marseilles 15th April and Saigon 11th May, Mails and General.—Messageries Maritimes.

SILVIA, German str., 4212, F. Tager, 14th May.—Shanghai 11th May, General.—Hamburg-America Line.

TAISHAN, British str., 1100, Laing, 14th May.—Kobe via Hongkong 7th May, Rice and General.—Bradley & Co.

CLEARANCES.

At the Harbour Master's Office May 14th.

Andalusia, German str., for Shanghai.

Derwent, British str., for Singapore.

Istria, German str., for Saigon.

Polynesian, French str., for Saigon.

Salazar, French str., for Shanghai.

Silvia, German str., for Singapore.

Departures May 14th.

Holstein, German str., for Canton.

Winosano, British str., for Canton.

Waraka Maru, Jap. steamer, for Bombay May 14th.

Castor, Norwegian str., for Tientsin.

Military, German str., for Hongkong.

Merrill, Chinese str., for Canton.

Sandakan, German str., for Bangkok.

VESSELS IN DOCK.

At the Harbour Master's Office May 14th.

ABERDEEN DOCK.—U.S.S. Barry, U.S.S. Bainbridge, Broad, Longwood, Alta, Sanghian, Antral de Beaumont, Haiphong, Renoume, Hue, Samsu.

GOVERNMENT DOCK.—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAITAN," Captain J. S. Roach, will be despatched for the above Ports TO-DAY, the 15th inst., at 9 A.M. For Freight or Passage apply to DOUGLAS LARPAIK & CO., General Managers. Hongkong, 11th May, 1906. [1061]

THE EAST ASIATIC CO. LTD., COPENHAGEN.

NOTICE.

STEAM FOR YOKOHAMA AND KOBE.

THE Company's Steamship.

"CAMBODIA," Captain Dahlberg, will be ready to load for the above Ports TO-DAY, the 15th inst. For Freight apply to MELCHERS & CO., Agents. Hongkong, 11th May, 1906. [1060]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR (taking cargo to all ports in Netherlands India on through Bill of Lading).

THE Steamship.

"TJILWONG," Captain Jarrinsson, will be despatched for the above Ports on or about the 24th inst. For information as to Freight and Passage, apply to the Head Agent of the JAVA-CHINA-JAPAN LINE (York Buildings, 1st Floor). Hongkong, 11th May, 1906. [1062]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1906.

"SATSUMA" 22nd May.

"SIK" 3th June.

"WRAY CASTLE" To follow.

For Freight and further information, apply to DODWELL & CO. LTD., Agents. Hongkong, 22nd April, 1906. 787

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

"EASTERN," Captain Powell, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 30th April, 1906. [1987]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	J. D. Andrews, R.N.E.	SHEWAN, TOMES & CO.	On 20th inst.
LONDON, &c., via USUAL PORTS OF CALL	DELHI	Brit. str.	—	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 19th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	CYLON	Brit. str.	—	—	P. & O. S. N. Co.	About 23rd inst.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th July.
LONDON, AMSTERDAM & ANTWERP	PINGOY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st July.
AMSTERDAM, LONDON & ANTWERP	MOYNE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst.
AMSTERDAM, LONDON & ANTWERP	DEUTALON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th June.
AMSTERDAM, LONDON & ANTWERP	ALAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th June.
MARSEILLES & HAMBURG VIA STRAITS, &c.	POLYNESIAN	French str.	—	Broc	MESSAGERIES MARITIMES	On 3rd July.
MARSEILLES & HAMBURG VIA STRAITS, &c.	ISTRIA	Ger. str.	k.w.	Girdenbrun	HAMBURG-AMERICA LINE	To-day, at 1 P.M.
MARSEILLES & HAMBURG VIA STRAITS, &c.	C.F. DE LAURE	Ger. str.	k.w.	Meyardier	HAMBURG-AMERICA LINE	To-day.
BREMEN, via PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	P. Groesch	MELCHERS & CO.	On 23rd inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	STHONIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 3rd June.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERICA LINE	On 14th June.
HAVRE & HAMBURG VIA STRAITS, &c.	AGILIA	Ger. str.	k.w.	Schulke	HAMBURG-AMERICA LINE	On 28th June.
HAVRE & HAMBURG VIA STRAITS, &c.	REMYRIA	Ger. str.	k.w.	Fork	HAMBURG-AMERICA LINE	On 12th July.
GENOA, MARSEILLES & LIVERPOOL	CALAGAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	HYSON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th June.
GENOA, MARSEILLES & LIVERPOOL	PAULUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th July.
NEW YORK VIA PORTS & SUEZ CANAL	RAMSAY	Am. str.	—	—	SHEWAN, TOMES & CO.	On 22nd inst.
NEW YORK VIA PORTS & SUEZ CANAL	SATSUMA	Brit. str.	—	—	DODWELL & CO. LD.	About 22nd inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 23rd inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 30th inst.
SEATTLE VIA SHANGHAI & JAPAN	TREHOUT	Am. str.	1 m.	T. W. Garlick	HODDGE & CO. LIMITED.	On 30th June.
PORTLAND, OREGON VIA SHANGHAI, &c.	MINUTEMAN	Am. str.	—	—	NIPPON YUSEN KAISHA	On 12th June.
AUSTRALIAN PORTS VIA MANILA	ARABIA	Ger. str.	—	J. H. Rinder	PORTLAND & ASIATIC S.S. CO.	On 22nd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	WILLEHAD	Ger. str.	—	Meisenhain	MELCHERS & CO.	On 29th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	THINAN	Brit. str.	1 m.	Obenauer	BUTTERFIELD & SWIRE	On 30th inst.
VLADIVOSTOK	EASTERN	Brit. str.	—	Powell	GIBB, LIVINGSTON & CO.	On 2nd June, at Noon.
YOKOHAMA & KOBE	ORANGE BRANCH	Brit. str.	—	Dahlberg	DODWELL & CO. LD.	About 2nd June.
YOKOHAMA VIA SHANGHAI, MOI & KOBE	CAMBODIA	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
JAPAN VIA SHANGHAI	PESHAWUR	Brit. str.	—	E. Spicer, R.N.E.	P. & O. S. N. Co.	About 16th inst.
TIENSIN	TIENSI	Brit. str.	—	—	JARDINE, MATHESON & CO.	Quick despatch.
WEIHAIWEI & TIENSIN	CHUNGKING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst., at 4 P.M.
PORTLAND, OREGON VIA SHANGHAI, &c.	HUGHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	AKASHI MARU	Jap. str.	—	K. Obata	OSAKA SHOSSEN KAISHA	On 23rd inst., A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	OCEANA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	PREUSSEN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	KIUKIANG	Brit. str.	—	—	MELCHERS & CO.	On 23rd inst.
TAMSWI VIA SWATOW & AMOY	DAIJI MARU	Jap. str.	—	Sato	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 A.M.
TAMSWI VIA SWATOW & AMOY	MAISSET MARU	Jap. str.	—	S. Tagami	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 A.M.
ANPING VIA SWATOW & AMOY	HAIRAN	Brit. str.	2 h.	Merrill	OSAKA SHOSSEN KAISHA	To-morrow, A.M.
SWATOW, AMOY & FOCHOW	TAMING	Brit. str.	1 m.	J. S. Roach	DOUGLAS LARPAIK & CO.	To-day, at 10 A.M.
MANILA	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 18th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 19th inst., at Noon.
CEBU & ILOILO	SUNGKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
KUDAT & SANDAKAN	MAHSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day.
SINGAPORE, PENANG & CALCUTTA	LAIRANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 20th inst., Daylight.
SINGAPORE & SOERABAYA	CHANGYANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	A. Stewart	DAVID SASSOON & CO. LD.	On 19th inst., at 4 P.M.
BATAVIA CHERIBON, SAMARANG, &c.	TIJLWONG	Dut. str.	—	Jarrinsson	JAVA-CHINA-JAPAN LINE	On 22nd inst., at Noon.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Steamers amideps. Electric Light Perfect Cuisine. SURGEON and STEWARDSS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 19th May, Noon.
RUBI	2540	R. Almond	Manila	On 24th May, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. Hongkong, 14th May, 1906. [15]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "RAMSAY" On 22nd May, 1906.

S.S. "ANGLO SAXON" About Beginning of July.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. Hongkong, 6th April, 1906. [19]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR YOKOHAMA, SHANGHAI, PESHAWUR, MOI and KOBE

SHANGHAI OCEANA W. Hayward, R.N.E. About 17th May

LONDON &c., via USUAL PORTS OF CALL DELHI J. D. Andrews, R.N.E. Noon, 19th May

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID CYLON C. F. Lockstone, R.N.E. About 23rd May

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 9th May, 1906.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

*SINGAPORE, PENANG & CALCUTTA "LAISANG" Wed. day, 16th May, 3 P.M.

*MANILA SINGAPORE and SOERABAYA "LOONGSANG" Friday, 18th May, 4 P.M.

*KUDAT and SANDAKAN "CHUNSHANG" Saturday, 19th May, 3 P.M.

*TIENSIN "CHUNGSHING" Sunday, 20th May, daylight

*These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

JARDINE, MATHESON & CO., GENERAL MANAGERS. Hongkong, 15th May, 1906. [18]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPERESS LINE." Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425	WEDNESDAY, 23rd May	16th June
"EMPERESS OF CHINA"	6,000	WEDNESDAY, 30th May	30th June
"EMPERESS OF INDIA"	6,000	WEDNESDAY, 20th June	11th July
"ATHENIAN"	3,882	WEDNESDAY, 27th June	21st July
"EMPERESS OF JAPAN"	6,000	WEDNESDAY, 11th July	1st Aug.
"MONTEAGLE"	5,500	WEDNESDAY, 18th July	11th Aug.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262. Intermediate on Steamers 240, and 1st Class Rail 242.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier.

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"MINNESOTA," Captain J. H. RINDER, On TUESDAY, 12th JUNE, 1906.

"DAKOTA," Captain E. FRANKIE, On SATURDAY, 21st JULY, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian, Overland Common Points also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, AGENTS. Hongkong, 20th December, 1905. [20]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, MANILA, CEBU, AND YOKOHAMA FOR SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT NOON

"ARABIA" 4,483 Metzenhain May 22nd, 1906.

"ARAGONIA" 5,198 Ernst June 11th, 1906.

"ALCOMEDIA" 4,370 Wagoner June 21st, 1906.

"NUMANTIA" 4,370 Feldmann July 14th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to S. SILVERSTONE, ACTING GENERAL AGENT. Hongkong, 29th March, 1906. [13]

VESSELS ON THE BERTH.

COMPAGNIE DES MESSEGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship.

"POLYNESIAN," Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 15th May, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "CALEDONIAN" 29th May.

S.S. "SALAZAR" 12th June.

S.S. "OCEANIAN" 20th July.

S.S. "TOULANE" 10th July.

S.S. "TONKIN" 24th July.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd May, 1906. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, FLY MOUTH AND LONDON.

Passenger Bills of Lading issued for BATAVIA, PENANG, CEBU, COLOMBO, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship.

"DELHI," Captain J. D. Andrews, R.N.E. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer "INDIA," 7,911 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Other cargo for London, &c., will be conveyed from Bombay by the E.M.S. "Perse," due in London on 1st July.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 9th May, 1906. [1]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, R.N.E.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.00 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M.

OCEAN STEAMSHIP COMPANY, LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES.

FOURTEENTH SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"CALCHAS"	On 19th May.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	On 23rd May.
GLASGOW AND LIVERPOOL	"AJAX"	On 31st May.
GLASGOW AND LIVERPOOL	"MEMNON"	On 7th June.
GLASGOW AND LIVERPOOL	"STENTOR"	On 14th June.
GLASGOW AND LIVERPOOL	"PROMETHEUS"	On 14th June.
GLASGOW AND LIVERPOOL	"PATROCLOS"	On 21st June.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 21st June.
GLASGOW AND LIVERPOOL	"ANTENOR"	On 28th June.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"CALCHAS"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"MOYUNE"	On 22nd May.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 5th June.
AMSTERDAM, LONDON and ANTWERP	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL	"HYSON"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLOS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP	"PINGSUEY"	On 31st July.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, VIA HONOLULU, KONA and YOKO.	"STENTOR"	On 10th June.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YANGTZE"	On 19th May.
	"KEEMUN"	On 16th June.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 12th May, 1906.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 15th May.
MANILA	"TAMING"	On 15th May.
CEBU and ILOILO	"SUNGKIANG"	On 15th May.
SHANGHAI	"SHANGHAI"	On 18th May.
SHANGHAI	"KIUKIANG"	On 24th May.
MANILA, ZAMBOANGA, DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 30th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 14th May, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMU VIA SWATOW AND AMOI	"DAIJIN MARU"	SUNDAY, 20th May, at 10 A.M.
TAMU VIA SWATOW AND AMOI	"DAIGI MARU"	SUNDAY, 27th May, at 10 A.M.
ANPING VIA SWATOW AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 16th May, at 10 A.M.
SHANGHAI VIA SWATOW, AMOI AND FOCHOW	"AKASHI MARU"	TUESDAY, 23rd May, at 10 A.M.

* These Steamers have excellent accommodation for First-class Passengers, and are fitted throughout with electric light. Unrivalled Table.
* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	9,606	T. W. Garlick	On 26th May.
LYRA	4,417	G. V. Williams	On 3rd July.
SHAWMUT	9,606	E. V. Roberts	On 27th July.
TREMONT	9,606	T. W. Garlick	On 22nd August.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Queen's Buildings,
Hongkong, 25th April, 1906.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the
MEDITERRANEAN, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
JSTRIA (Capt. Gieseler)	(MARSEILLES and HAMBURG)	On 15th May Freight.
C. FERD. LAIBISZ (Capt. Gieseler)	(MARSEILLES, HAVRE and HAMBURG)	On 1st June Freight.
SITHONIA (Capt. Meyer)	(HAMBURG and HAMBURG)	On 3rd June Freight.
ANDALUSIA (Capt. Schmidt)	(HAMBURG and HAMBURG)	On 14th June Freight.
ACILIA (Capt. Schmidt)	(HAMBURG and HAMBURG)	On 28th June Freight.
RIENANIA (Capt. Schmidt)	(HAMBURG and HAMBURG)	On 12th July Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this
steamer. Saloon and cabins amply lighted throughout by electricity. Duly qualified
doctor is carried.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDING.

IMPERIAL GERMAN MAIL
LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON

TO LAND-PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ HEINRICH	23rd May
ROON	23rd May
PREUSSEN	23rd May
ZIETEN	23rd May
WEINSTEIN	23rd May
PRINZ REGENT LUITPOLD	23rd May
PRINZ ERFELD FRIEDRICH	23rd May
SAGSEEN	23rd May

ON WEDNESDAY, the 23rd day of May, 1906, at Noon, the Steamship
"PRINZ HEINRICH," Captain F. Gieseler, with MAILS, PASSENGERS, SPECIE
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Orders will be received till Noon, on MONDAY, the 21st May. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 22nd May, and Parcel
will be received at the Agency's Office until Noon, on TUESDAY, the 22nd May.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	251 0 0	242 0 0	222 0 0
return	91 0 0	33 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	27 0 0	16 0 0	36 0 0

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA or GIBRALTAR

return

VIA BREMEN or SOUTHAMPTON

return

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair
and travelling to Bremen or Southampton overland the same rates to be applied as by NAPLES,
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR BY INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSBOHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMER	SAILING DATES
WILLEHAD	TUESDAY, 29th May.
PRINZ WALDEMAR	TUESDAY, 26th June.
PRINZ SIGISMUND	TUESDAY, 24th July.

ON TUESDAY, the 29th May, at Noon, the Steamship "WILLEHAD," Captain
Obenauer, with Mails, Passengers and Cargo, will leave this Port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20
TO NEW GUINEA	\$28	\$18	\$14
TO BRISBANE	\$30	\$20	\$14
TO SYDNEY	\$33	\$23	\$15
TO MELBOURNE	\$34	\$24	\$16
TO YOKOHAMA	\$50	\$30	\$20
TO KOBE	\$35	\$20	\$14
TO YOKOHAMA and back from KOBE	\$140	\$100	\$70

TO HONGKONG

THROUGH TICKETS ON PASSENGER MOVES FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San

Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent

Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	Wednesday, 23rd May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	Wednesday, 6th June.
YOKOHAMA and KOBE	PRINZ WALDEMAR	Wednesday, 6th June.

* Reaching Yokohama in less than six days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San

Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. & O.S.S. Co.

T. K. K. and from New York to Europe by the Magnificent Express Steamers of the

Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltair

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched for the above Ports on

SUNDAY, the 20th May.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 6th April, 1906.

FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH," 3,435 Tons

will be despatched for VLADIVOSTOK

about the 2nd June, to be followed by

"VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 21st April, 1906.

SHIPPING IN PORT.

STEAMERS.

ARRIVAL DE BRAUMONT, French str., Offert,

2nd May—Haiphong 25th April—Wilks

and Jack.

ANGLO SAXON, British str., 2,671, Charles

Moore, 8th May—Cardiff 16th Mar., Coal.

—Order.

ATLANTIC, American str., 861, J. Garcia, 6th

May—Hollo 1st May, Sugar.—Order.

BOURBON, French str., 307, Le Buth, 10th

May—Saigon 6th May, General.—Chinese.

BRAND, Norwegian str., 1,520, M. Evensen, 2nd

Mar.—Chinkiang 14th March, General.—

Chinese.

CARL, DIERBERG, German str., 774,

Schlaikier, 12th May—Haiphong 10th May,

General.—Jensen & Co.

CHUNHANG, British str., 1,418, R. Cox, 9th

May—Saigon 30th April, Sugar.

Jardine, Matheson & Co.

DARWIN, German str., 1,225, E. Schipper, 10th

May—Saigon 6th May, Rice and General.—

Hamburg-Amerika Linie.

DERWENT, British str., 1,600, Jenkins, 2nd

May—Chinkiang 27th April, Rice and

General.—Chinese.

EMMA, German str., 1,159, C. Conrad,

4th May—Saigon 30th April, Rice and

General.—Chinese.

FALK, Norwegian str., 1,339, G. M. Gaudin,

5th May—Boraco 28th April, Timber.

Sander, Wieler & Co.

FUM, German str., 838, E. Wagner, 6th May

—Wakamatsu 30th April, Coal.—Sander,

Wieler & Co.

FRI, Norwegian str., 860, C. Wagle, 10th May

—Chinkiang 27th April, Rice—Asgaard,

Thorsen & Co.

FULHAM, British str., 2,703, H. G. Hov, 11th May

—May 5th May, Coal.—Dodwell & Co.

HAIPHONG, French dredger, Panier, 2nd

May—Haiphong 25th April, Wilks and

Jack.

HAITAN, British str., 1,183, J. S. Roach, 13th

May—Foolchow 10th May, Amoy 11th,

and Swatow 12th May, General.—Sander,

Wieler & Co.

